



Thunderbird news

AUGUST 2011 VOLUME 13, #8

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Earl of Cardigan

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HOW TO GET
MORE RELIABLE POWER
FROM FORDS Y-BLOCK WHEN REBUILDING Page 13

A lot of money to pay for an overhaul
but well worth it. Page 8

CALENDAR OF EVENTS

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EDITOR'S REPORT



WE HAVE A NEW MEMBER!

ELOY ROMAN is the proud owner of a black '56. His car is in the process of being restored. He will send us photos of the car, as work continues. WELCOME TO THE CLUB, ELOY!

ELECTIONS IN NOVEMBER

We will have our yearly elections in November. If you are interested in being on the board, please contact Felipe, at 786 554-5200

CAR SHOW OF JANUARY 2012

We are in the process of deciding if we will do our 2012 antique car show at Tropical Park or at the Magic City Casino.

As soon as we determine which one is better for the club, we will let you know. If you have any thoughts about the location, please let us know.

DUES ARE DUE

\$35.00 MEMBERSHIP ARE DUE, PLEASE SEND YOUR CHECK TO THE CLASSIC THUNDERBIRD CLUB AT

**4000 MONSERRATE ST
CORAL GABLES, FL. 33146**

REGULAR MONTHLY MEETING

We will have our monthly meeting on August 3rd at the Trattoria Pampered Chef, at 7:00 p.m. Cost is \$20.00 including tax, wine and dessert.

7347 Miami Lakes Drive, 305-825-8919

It is not necessary to eat dinner.

CLASSIC THUNDERBIRD CLUB OF SOUTH FLORIDA CTCI CHAPTER #114 AUGUST 2011 VOLUME 13 No.8

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George Bishopric Newsletter proofreading

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www.thunderbirdclub.us

Past Presidents:

Felipe Cos 1999

Ken Lemming 2000

Felix Hernandez 2001

Norm Gabe 2002

Andre Fournier 2003-4

Connie Danluck 2005

Ed Brown 2006-07

Connie Danluck 2008

Ed Brown 2009

Daisy Hernandez 2010

This Newsletter may have some misspellings and mistakes, but it is written with my heart. I could write it without errors in Spanish, but only a handful of you would be able to read it.

Please help me to make it even better.

Felipe Cos Founder & Editor
George Bishopric - Proofing

Photos by Felipe Cos

INTERNET PAGE

Have you seen our internet page? We need to update it. Does anyone know how to do it?

If you can update it call me.

Our page is as follow: THUNDERBIRDCLUB.US

You may have your own individual email, mine is as follow: FCOS@THUNDERBIRDCLUB.US If you want your own just send a note to me. Please follow the previous format in doing so. It is free, no charge. This is another advantage of your club. Any ideas for the page?

This page doesn't cost the club a penny for yearly subscriptions, I'm doing it through my business company web.

Please call Felipe at (305) 661-5170

THUNDERBIRD INFORMATION SUPER HIGHWAY:

Take note that we have changed our web page name, it is now WWW.THUNDERBIRDCLUB.US to get there don't look at it with a search engine, look at it only with www.Thunderbirdclub.us

Our Club's web page: _____ www.thunderbirdclub.us
 2005 Thunderbird: _____ www.fordautomobiles.com
 Ford racing: _____ www.fordacing.com
 Speedvision: _____ www.speedvision.com
 CTCI's Home Page: _____ www.ctci.org
 Daytona's Turkey run: _____ www.carshows.org
 Metroplex EarlyBirds: _____ www.geocities.com
 Arizona Classic T-Bird Club: _____ classic-thunderbird.org
 Santa Clara Valley T-Birds: _____ www.tbird.org/scvt
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 Potomac Classic T-bird: _____ www.hydratech.com
 Old Cars _____ www.greatoldcars.com
 Classic T-Bird Club of Chicagoland _____ www.ctcc9.com

HAPPY BIRTHDAYS FOR AUGUST

SCOTT GOBBLE	6th
RICHARD RUSH	8th
ELOY ROMAN	8th
GEORGE BISHOPRIC	12th
ISABEL LOVIO	17th
DEE CRISAFULLE	19th
PHILLIS JACOBS	22nd
FERNANDA BECERRA	24th
ASHLEY ZIEL	27th

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NUMBERS TO KEEP

The following are contact numbers and e-mail address you need to have on file:

AACA Ft Lauderdale region-President Ted Plush 954-491-5765
 VMCCA Sun Coast Chapter. President David Bobbitt 305 661-1340
 bobbitt@comcast.net
 Model A Club: Tom Zannis 305 281-9192
 Car show promoter: Russ Gagliano 954-560-5412
 merklvr@msn.com
 AACA Miami Region President Andy Levy 305-439-0910
 www.aaca.org/southflorida
 Car show promoter: Gerry Perez. 786 344-4228 email
 gerrycarshow@bellsouth.com
 Magic Mustang. Frank Alonso 305 551-6077 Fadatec@aol.com
 Muscle Stangs of Miami Luis Rodriguez 305 323-1649

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CAR SHOWS/CRUISE IN

Second Tuesday from 7:00 to 9:00 at Gus Machado Ford of Kendall 13501 S.W. 136th st. Miami. Magig Mustang

Every Tuesday from 8:14 to 9:30pm at Floridita Seafood Restaurant in 13501 S.W. 136th St Miami. Magic Mustang

Every Friday 7:00 to 10:00pm Cruise at Home Depot corner of SW 8th St & SW 28th Ave.

Second Friday, Hollywood Beach Boardwalk Cruise Night 7:00 to 10:00pm 954 779-1420

Every Friday from 4:00 to 7:00 pm at 8th St. & 30th Ave in front of Home Depot in Miami.

Every Sunday Crabby Jack's

Every Friday night a Cruise night reunion at Towers Shop in Davie (595 & University) This is one of the biggest cruise nights in South Florida. (from 5:00 to 10:00pm)

First Saturday of every month, BETSY (old Fuddruckers) from 6:00 to 10:00pm

First Saturday steak & Shake in Sawgrass Mills mall 6:00 to 9:30

Saturday of every month Steak-N-Shake, Sample Rd. and U.S. 1 behind Wal Mart. Coconut Creek. 8:00 to 12:00.

Second Saturday of every month the Dania Beach Cruise Night. Free admission 6:00 to 10:00 for information 954 924-3626

Second Saturday Car meet at Shorty's 2401 N.W. 87th Ave Jack 305 409-2614

Second Saturday from 5:00 to 9:00 in Homestead at Krome Ave

Third Saturday Denny's Restaurant Bird Rd, between 86th & 87th Ave

Third Saturday Roadhouse Restaurant Sunset Dr. & S.W. 117th Ave

Every Saturday a car show from 6.00 to 11.00 pm at K-Mart in 49th and 14th Ave Hialeah. Only cars 20 yrs or older, No charge

First Sunday of every month: Downtown Hollywood car show, 10:00 to 3:00. Dave 954 926-3377

Every Sunday at Crabby Jacks, 7001 Federal Hwy, 2 miles North of Yamato, Boca Raton. 6:00 to 9:00 pm

Also night cruise at Coral Way & 97th Ave, 5:30 to 8:00 305 553-2228

Third and fifth Saturday of the month from 3:00 to 7:30 at Wall's Ice Cream in 8075 S.W. 67th Ave.

Third Saturday of the month, cruise-in at Miami Springs Circle 7:00 to 10:00pm

Third Saturday; at Gotrocks Restaurant, Hillsborough and Wine Rd. in Coconut Creek from 6 to 9

Third Saturday at Dairy Queen Tamarac Square North of McNab Rd. 6:00 to 9:00

Third Saturday OC's Raw at 18415 S. Dixie Hwy 6:00 to 10:00

Also Miami Wings. 19145 S. Dixie Hwy. 5 to 10 Info. Gerry 305 786-344-4228

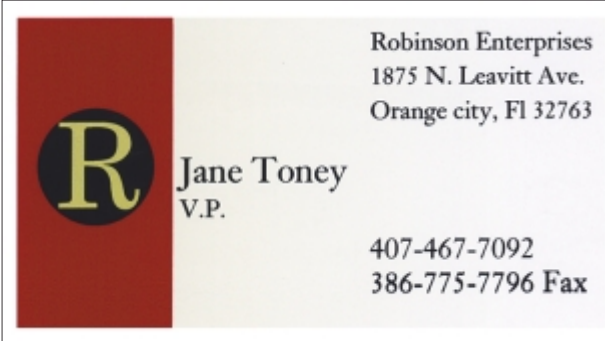
Second Tuesday at World Ford 15551 South Dixie Hwy 7:00 to 10:00 pm Ford cars only Francisco Mederos 786 229-7361

Third Saturday at the Cove in 10730 NW 25th St Miami. Gerry 786-344-4228

FUTURE EVENTS

AUGUST 24-28TH CTCI REGIONAL CONVENTION, OMAHA, NEBRASKA

Region No.5 Convention: Hosted by Nebraskaland Thunder-bird Club will be held at the Embassy Suites Omaha - LaVista Hotel and Conference Center on **August 24-28**
Information:
402-289-4516. Email:nefron1@cox.net



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MEMBERSHIP

It is time again, please send your check for \$35.00 for the 2011 year, don't forget to fill all the registration
See you next month
Felipe Cos

CTCI DRIVE

Have you joined the CTCI yet?
We need to have all the members of our club enrolled in the CTCI. Remember that we are a CTCI branch. Please fill out the application and mail it directly.

Annual rates for advertising in the newsletter:

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MORE INVENTORY



Thunderbird
NEWS

As I look back over the years that Liz and I have been involved in our Thunderbird Club prior to her sickness six years resulting in her untimely death on Jan 5 2010, our club seemed to have more energy and willingness to participate in local car shows and there was always someone coming up with a idea to visit a special attraction do something good for someone else and overall keep the interest and enthusiasm moving.

There were several people working on how we could get new members into our club, how we could help our members get their Birds running etc, I'm sure some of you that know I'M GOING just look on the first page of our magazine and you will see the names of your members that gave of their time and ideas, having the same daily problems that you have, but they stepped up and did the best they could.

I appreciate each and every one of them and thank them for their service. We will be looking for a new slate of officers for our November meeting. It is not to early to let your intentions

be known, you can receive some training prior to taking office. Clubs that have been in existence for several years seem to fall into a rut if the same people remain in charge people then start making statements like I do not want to join that club because it, is nothing but a CLICK.

This does make new people stay away, and they find another club or nothing at all. In closing I would ask you to think back over the time you have been in this club and all the fun and enjoyment you and your family have had, and maybe you will decide that it is your turn to step up and help provide some new fun and great experiences for the entire organization.

ALLOW ME THE TIME TO PERSONALY THANK DAISY FOR THE WORK SHE HAS BEEN DOING SINCE SHE TOOK OVER FOR ME WHEN I NEEDED TO BE HOME. That's what I have been talking about STEPPING UP.

THANKS

FROM POPPY MADDEN

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Earl of Cardigan

BY BRIDGET HAGOOD AND FRANK JONES

It was the beginning of the New Year 2010 when Bridget's deft negotiating skills and iron (don't back down) will allowed us to become the proud owners of Thor; our 1957 Peacock blue Thunderbird. Why Thor? Because Thor is the Norse God of Thunder and Lightning.

Shortly after this acquisition we came to meet the wonderful people of the Classic Thunderbird Club of South Florida and became members. This exciting group has been a catalyst of adventures and cars shows.

Although we joined the club with the best of intentions I have been harboring a clandestine yearning. I secretly covet MOPAR! My first car was a 1950 Plymouth coupe in which I stuffed a 318cubic inch D-500 Dodge Semi-Hemi into the engine bay. This powerful engine was liberated from my brother's wrecked 1956 Dodge Royal Lancer. This Chrysler product character flaw resurfaced when Bridget and I were at her house in Winter Park Colorado to do some skiing. When the thermometer dipped to Minus 43 degrees (no wind chill, a true-43 degrees) other activities, i.e. indoor, were initiated.

When I came up stairs from working on the busted pipe Bridget was on the internet and caught my attention with the comment, "There are a few nice cars in Denver". That started the chain of events, the migration to warmer weather and a quest for automobile nostalgia that exposed my long kept secret.

Bridget had found a 1966 Dodge Charger and I could not withhold my glee and it was there that I came out. Bridget keep me in check and made a deal that could have gotten us arrested for stealing, the yellow fastback Charger was ours.

Now although the original baby birds were created as a "personal luxury car" they were on the preliminary wave of the muscle car movement. The 1955 to 1957 Thunderbirds were racy in appearance and fairly quick if ordered with the right engine; they became instant classics.

"Half a league, Half a league, Half a league onward. All in the Valley of death Rode the six hundred." so Tennyson wrote about the Charge of the Light Brigade against the Russians. This inspiring charge was led by the Earl of Cardigan, this was the inspiration for Bridget to christen the 1966 Dodge Charger, "Earl of Cardigan", Earl for short.

The Baby Birds were the first of their kind and a trend setter. The 1966 Dodge Charger was the first production year for the Charger. The initial concept for the Charger model was a 1964 Dodge Polara outfitted with a 426 cubic inch wedge engine. Dodge's goal was to go into production and sell the Charger in 1966. At this same time Chrysler had also developed a turbine engine for a limited production run in 1966. Yes a jet engine. When the cost figures came out for the no slip clutch transmission (a turbine engine runs most effectively at 100% rpm) the Turbine automobile was scuttled but the futuristic body developed for this



pioneering vehicle became the original Dodge Charger.

The car was revolutionary and innovative. It came with high clarity back instrument lighting, the tachometer mounted next to the speedometer in the dash, it was a fastback with rear taillights going entirely across the back, and a full length front grill encompassing electric flip headlights. Of course the front seats were buckets as were the rear which folded down individually and both areas had center consoles. Although it could be ordered with a 318cu in V8 most were big blocks, 383 and 426 hemis.

Bridget and I had to get Earl's headlights to actually flip over and that meant a new Bosch relay (one of three required) and tweaking the planetary gear transmission that rotates the headlights. We have already rebuilt the rear suspension, powder coating all springs,

handmade shackles, drums, backing plates, and attachment pieces. The rebuild also replaced all brake lines and components and incorporated the installation of air shocks to achieve the proper menacing stance. The future holds a front end rebuild (just to make it shiny like the rear suspension), and some cosmetic upgrades. The 383 cubic inch powered muscle car runs great and Bridget is forbidding any rebuild for more horse power of a perfectly good engine. "If it aint broke, don't fix it!" ,... for now.

I still maintain my MOPAR predisposition but Thor our 1957 Baby Bird is the true King of the crib and rules above the other autos in the clan. This car's classic and unparalleled style can never be trumped.

Submitted by

Bridget Hagood and Frank Jones



Thunderbird
news

FROM GEORGE BISHOPRIC



Simon Vasquez, MSN Latino



Power plant



Engine Cover

GM has survived bankruptcy, the "Cruze" has just passed the "Camry" as the best selling car in America, and the "Volt" is out. In our politically-charged world, it's often hard to separate politics from the virtues of this electrically-charged car. Many writers have attacked the car as a symbol of Bush's decision to bail out GM (December, 2008), yet never really assess the vehicle as what it does.

Last month, I had the opportunity to drive a Volt, loaned to MSN Latino's automotive writer, Simon Vasquez. Here's what I found.

The Volt is a car, first and foremost. It is surprisingly large. Just like the American population, the Cruze-based car has been "super-sized." When I think of the Cruze, I think of the Toyota Corolla. Both have grown so much that I suspect that they are closer in size to a five series BMW of the 70s than to their own ancestors from that period.

The car is distinctive, if not beautiful, but it avoids the conspicuous shape of the Prius, a car that screams "green" just as a Hummer screams "More Gas!" Hybrids, because of their weight, really need good aerodynamics. The Volt does a better job of dealing with the airstream than the jelly bean Toyota or Honda hybrids.

The interior is a pleasant place to be, and that is a revolution from GM as big as the powertrain. For far too long, Chevy has been giving us plasticky interiors that looked like store-brand kitchen products from Walmart. The look is high tech, and the materials "soft touch." I'd compare the style to the current Cadillac CTS, although the more "techie." The back seat is made up of two separate buckets, which to me looks very cool, between the seats is the lithium ion battery. GM has done a very good job of making the hatchback Volt look like a conventional sedan. The cargo space is impressive with the seats folded down.

So how does it drive? In a word, like a car, and a rather nice one. The Volt does not feel like a science project, and it feels pleasantly unremarkable. Acceleration is brisk, as is the case with most electric cars, with some odd "whooshes" from tire noise, and some other unaccustomed clicks and beeps. Other than sounds, the driving experience is quite unremarkable, which is an

achievement. I would have to say that this is a car that I could own, unlike the Prius, which makes me feel like I borrowed a vegetarian friend's Birkenstocks for the day.

GM intends to sell 6,000 Volt's this year, and dealers are demonstrating demand for the car by extracting significant over-list mark-ups for the car. Next year, full production will be reached. GM is clearly following Toyota's launch of the Prius with this slow roll out, and although Fox Business is gloating that the Nissan Leaf is outselling the Volt, it only shows their failure to report GM's business plan, rather than competitive sales.

In short, this is a good car, and one that will sell well, as production numbers, and fuel prices rise.

Now, if they put in a plug that lets the Chevy power your house like a generator after a hurricane? They'll conquer South Florida!



Yours truly





CALENDAR OF EVENTS

AUGUST

Wednesday, August 3rd – Monthly meeting at Trattoria Pampered Chef. 7347 Miami Lakes Dr, Miami Lakes

Saturday, August 6th – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Saturday, August 13th – Ocean Eleven Monthly Beach Cruise Night 4 to 8 pm Hollywood Beach free (Russ G Events 954.560.5412)

Sunday, August 14th – Cruiser of South Florida together with Tattoo Expo Open Car and Truck Show to benefit Joe DiMaggio Children's Hospital – Heron Bay Marriott Hotel, 11775 Heron Blvd, Coral Springs from 11am to 4pm (Steve 954.963.2828) Pre Registration \$20 at show \$25

Sunday, August 21st – 23rd Annual Broward Children's Center Car Show - Bru's Room Sports Grille, 235 S Federal Highway, Pompano Beach 33062 Reg. \$15 (Roger 954.341.7411) 10am to 4pm

SEPTEMBER

Saturday, September 3rd – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Sunday, September 4th – Seminole Casino Labor Day Weekend Car & Truck Show Seminole Casino Labor Day Weekend Open Car and Truck Show at the Seminole Casino, St. Rd 7 just south of the Hard Rock Hotel. More information when it is available. 305 214 CARS– Jumpin Jack

Wednesday, September 7th – Monthly meeting at Trattoria Pampered Chef 7347 Miami Lakes Dr, Miami Lakes

Saturday, September 10th – 9/11 Patriot Day Run – Islamorada (Ben 305.610.0892)

Sunday, September 11th – Cauley Square Historic Village Open Car Show 22400 Old Dixie Hwy (Jerry Perez)

September 16th – 18th - Hosted by the Sebring Cruise, and held in downtown Sebring, this show includes a Friday Welcome Reception at the Kenilworth Lodge beginning at 4:00 PM, burn out contest at 7:00 PM with awards and live entertainment to follow, car show downtown Saturday from 9:00 AM - 3:00 PM with live entertainment, food and beverage, and a swap meet, Awards BBQ at the Kenilworth Lodge at 5:00 PM with live entertainment, and drive the world-famous Sebring track from 12:00 PM - 1:00 PM Sunday. Registration fee is \$25, and includes an event T-shirt (if pre-registered by August 31st), one entry to the burn out contest, one awards dinner BBQ ticket, and one entry to drive the track. There's lots more info on the website, or contact Bud at (863) 471-1900.

September 15th to 18th – Peterson's Annual KeyWest Poker Run

OCTOBER

Saturday, October 1st – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Wednesday, October 5th – Monthly Meeting at Trattoria Pampered Chef 7347 Miami Lakes Dr, Miami Lakes

Saturday, October 8th –The City of Miami Springs presents their Fall Festival Car Show from 6pm-10pm. More information, Jumpin Jack Flash 305 214 CARS City of Miami Springs Fall Festival car Show – Jumpin Jack

October 14th – 16th – Lake Mirror Classic Auto Festival and Auction – Lakeland, FL

Sunday, October 16th – Corvette Classic Show at Cauley Square Historic Village - 22400 Old Dixie Hwy.

Sunday, October 16th – Lefty's Halloween Open Car & Truck Show 10am to 4pm– Jumpin Jack 305 214 CARS

Saturday, October 22nd – Ft Lauderdale Mustang Club Benefit Open Car Show – Maroone Ford 1333 N Federal Highway (Mark 954.779.3898) 11am to 4pm Pre-Reg \$20 at show \$25 www.flmustangclub.com

Saturday, October 22nd – Battle of the Boro's III Doo-Wop/Oldies Show Coral Springs Center for the Arts

Sunday, October 23rd – City of Doral Car & Truck Show – Jumpin Jack

Sunday, October 30th - Halloween Classic Car Show – Sunrise Elks Club – Sunrise Russ G Events

October 28th to November 6th – Memory Lane at the South Florida International Car Show

NOVEMBER

Wednesday, November 2nd – Monthly meeting at Trattoria Pampered Chef 7347 Miami Lakes Dr, Miami Lakes

Saturday, November 5th – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Sunday, November 6th - Car of Dreams Museum Car Show- Benefit Palm Beach Sheriffs Department

Saturday, November 12th – Miami Lakes Cruise Night 5pm to 9 pm Jumpin Jack

Saturday, November 12th – 4th Annual Wings Over Miami Car Show- Tamiami Airport

DECEMBER

Saturday, December 3rd – Ft Lauderdale Region of the AACA presents their Annual Toys For Tots Benefit Classic Car show at the Sheehan Autoplex from 10am-4pm. More information when available.

Saturday, December 3rd – Betty's Best Burger 7800 SW 104th St Miami, FL 33156-2631 6-10pm

Sunday, December 4th - DB Entertainment and Russ G Events presents their Annual Fall Festival Flea Market Open Car and Truck Show from 11-4pm at the Festival Flea Market Mall, Sample Road just East of the Florida's Turnpike. Pre-registration is available Russ G 954 950 5412 or Dick 954 563 4000.

Saturday, December 10th – Club's Holiday Party

Sunday, December 11th – The Cruisers of South Florida in conjunction with the 24th Annual Fun in the Sun Toy Run present their Open Car and Truck show. More information as it becomes available. More info: Steve 561 620 2124 (weekdays) 954 963 2828 (evenings and weekends).



HOW TO GET MORE RELIABLE POWER FROM FORDS Y-BLOCK WHEN REBUILDING

Essay by Mike McNeal with co-author A. L. Ritchardson; includes information from article by Pat Canahl in *The Rodders Journal*

Ford's Y-block V-8 can look pretty impressive in the Thunderbird engine bay, especially with the classy T-bird finned valve covers and '57 4V aluminum replacement intake manifold. But getting more reliable power out of the Y-block can be a challenge.

Not many people rebuild Y-blocks these days, and you have to do your homework to make them put out any real power. This was Ford's first new engine design (in 1954) since they created the flathead V8 in 1932. It only lasted about five years because Ford's engine designers quickly learned they didn't get their new overhead exactly right the first time.

The cylinder heads are the quirkiest part of the motor. The intake ports for each adjacent pair of cylinders are stacked on top of each other instead of side by side like nearly any other engine. Why? We don't know. They flow better than you might think and can be made to flow even better with some fairly extensive grinding.

Another quirk of the Y-block is the extended skirt at the bottom that gives this engine its name. The extended skirt creates a "Y" shape when viewed from the front instead of a simple "V." The thinking was that this would make the block more rigid and, therefore, stronger. Well, all they had to do was add two more main bearing webs, and it would have been significantly stronger than the 3 main flathead. In its initial 239-cubic-inch version with a single 2 bbl carb (same as previous flatheads), all the Y-block did was make the engine heavier. It didn't have enough power by far to break the bottom end.

Even as the engine inevitably grew to 272, 292, and finally 312 inches, breaking cranks was not a problem—making power was. When it came to the new 312, however, the overly optimistic engineers decided to increase the main journal diameter just in case. Instead of making the bottom end stronger with thicker crank journals, the larger main journal bore created thinner main caps, which became the weak component if a hot rodder was able to build some real horsepower. A solution to this was to turn the 312 cranks mains down to 292 size and use a later 292 block that can be bored to 312 piston diameter.

Another old-school holdover that stayed with the Y-block throughout its run was its solid lifters. While hydraulic lifters are widely preferred by street rodders who don't want to adjust valve lash, a solid-lifter cam is fine for a true hot rod application. All Y-blocks, of course, use solid lifters with adjustable rockers on sturdy shafts.

The rope rear main seals are a bigger problem, as anybody who has run a Y-block knows. And the problem got significantly worse when they stopped using asbestos in rope seals in the 1990's. The halt in production was in response to health concerns with the asbestos (a carcinogen), which was used in parts like brake pads and clutch discs as late as the mid 1990's here in the United States. Fortunately, Best Gasket has not only figured out an improved recipe for making non-asbestos rope seals that work, but they also make replacement neoprene lip seals to fit most blocks that only used rope seals in the past.

So how can a hot rodder overcome the drawbacks to the classic Y-block? Starting with a 1957 Ford Y-block 292 CID V8 engine, here are some things you can do during rebuilding that will increase power:

Bore and stroke to 312 cubic inch displacement. Boring makes the combustion chamber bigger, and stroking increases the distance the piston travels up and down. Together, both increase displacement. Adding displacement, of course, increases torque, and therefore horsepower. Boring is usually done at a machine shop and can be expensive. Computers have made the modern engine boring machine high-tech, but it's still a delicate process. Stroking is much less complicated, and many manufacturers offer complete stroker kits with connecting rods, etc.

To compensate for the longer stroke, install a 312 crankshaft and add Federal mogul cast aluminum pistons. Also raise compression to a 9:1 ratio. The more densely the fuel/air mixture is compressed by the pistons, the hotter the burn and the more power available.

Add an Isky solid lifter camshaft and Isky solid lifters. Again, while hydraulic cams and lifters may be popular with street rodders, solid lifters and cams are usually less expensive and create more torque and higher rpm's for more performance. The downside is that the solid cam does require lash adjustments.

Install Pioneer small block Chevy valve springs. Proper valve springs are a crucial, often neglected part of engine performance. The wrong valve springs can create damaging harmonics and engine failure, while the right ones can reduce wear for a longer engine life.

Port and polish heads. Porting the intake and exhaust ports (increasing their size) and polishing them for better flow means less turbulence and more air entering the cylinder head more quickly. This allows for more fuel, and thus more horsepower.

Add MSD electronic ignition. The electronic ignition overcame the problem of poor sparking that sometimes occurred with the old mechanical ignitions, and it conducts more volts and is faster.

Install a '57 4V aluminum replacement intake manifold and '55-'57 Ford truck exhaust manifolds. The 4V has a cylinder head with larger valves and ports, and maximizing intake and exhaust efficiency directly boosts engine performance.

When done properly, these steps should get your Y-block up to 250 to 280 horsepower, squeezing more reliable power out of this classic engine.



The Pepper Truck

I have always wanted to own an older pick-up truck, one that my son and I, along with some friends could restore on a budget, and that is where the story of the Pepper Truck began. Before I begin the history of this unique truck, let me take the time to thank the following people for their assistance and patience.

Marshall

Joe Piazza Galloway Service Center

Frank Goldberg F&R Automotive

John Dollar Dade Towing

Ron Holmes Turbax Wheel Restoration

I could have made it "easy" on everyone involved and just gone out and purchased such a vehicle, but then I would not be writing this story. Also, for those people who really know me acknowledge there is an easy way to do something and then there is Joe's way.

The story begins with me telling a few people involved in the automotive business about my desire to own a 1985 Chevrolet Silverado short bed pickup truck. one day I receive a call from a friend who owned a wrecker service in Homestead Florida.

Homestead Florida is one of the migrant capitals within the United States. This fact is a very important part of this story. My search for this particular truck took about two years.

One day I locate a truck in one of the wrecker yards owned by Mr. John Dollar. The truck was in rough shape, having two flat tires, covered in dirt, and it was obvious the truck had been sitting around for quite a while, awaiting its trip the salvage grinder in the sky. The truck was a Chevrolet Silverado, short bed, black in color, a true "diamond in the rough". I called Mr. Dollar and asked him the status of the truck and my desire to purchase the vehicle.

He informed me that the truck had sitting around for Ninety days, the time required by State of Florida law for him to acquire ownership and a destruction title, and his plans were to sell it to a salvage business, for scrape parts. I offered to purchase the vehicle and he just laughed, saying the truck probably had numerous civil liens against the title and if I ever wanted to register the vehicle I would have to pay them off, which could amount to thousands of dollars.

I suggested that I pay for the title search to see if there were any liens, again he just laughed and said, "Joe you are just wasting your money", but he agreed to run a "clear title search" with me paying for the search fee, and storage cost while the search took place. My wife, along with some friends, and Mr. Dollar thought I was crazy.

In June 1997, the truck began mine for a whopping price of \$400.00, Mr. Dollar being a friend, cut me some slack on the storage charges.

Now you ask, where did this vehicle get the label, the PEPPER TRUCK? I thought you would never ask. Well the truck had a few items stored in the bed, which included, one push broom, one four way lug wrench, and numerous "HOT GREEN PEPPERS". These peppers had aged, to say it mildly. I first had the truck towed to a service station, owned by a friend, for an inspection of just what repairs were needed to get it road ready.

The inspection revealed the following interesting things about the truck. The truck had been lowered in a less than normal way, the springs had been torched. There was a chrome six inch welded chain in place of a steering wheel, and there were Dingle berries hanging from the headliner. The windows had been tinted in a south of the border manner, causing the black tint to become purple in color. The peppers, which remained in the truck box began to rot, dripping fluids and seeds onto the ground, from which little baby peppers began to sprout.

These baby peppers were uprooted and planted in my backyard garden, and grew into salad size peppers, and from those seeds, the growing process continues.

This Chevrolet Silverado truck, AKA, THE PEPPER TRUCK.....


The truck was restored in the following ways, to include a new black paint job, new Jasper 350 engine, with three inch headers, new dash, custom seat cover, CD player and custom speakers, and a spray-in bed liner.

The original aluminum wheels were custom polished. The windows were re-tinted the American way, and a set of original springs and coils were installed, to give the truck that classic appearance. No other vehicle I own can compare to the fun of driving THE PEPPER TRUCK. It will remain with me until I am no longer around and then passed down to my youngest son who assisted with the original restoration process.

I enjoy the looks and comments I receive when it is brought to classic car and truck shows.

The only dollar amount that can be placed on the truck is that of insurance replacement, no amount of money would separate me from this vehicle.

You can't place a value on memories, they are priceless.



Joseph V. Ruffo
9641 Irene Drive Cutler Bay, Florida 33157
Home: 305-254-3171
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Publishing this article will keep my dream alive, thank you and God Bless.



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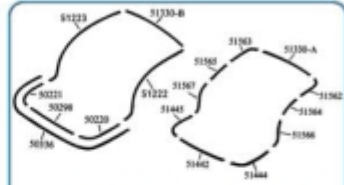
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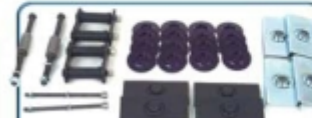
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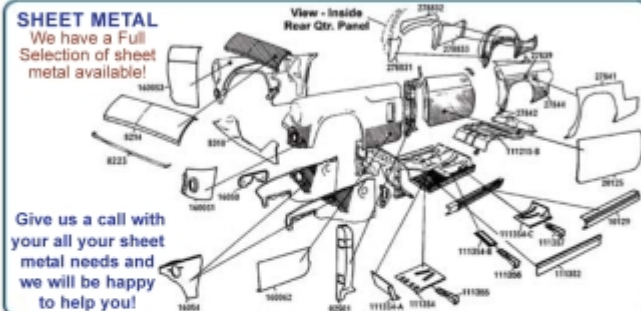
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MINUTES OF MEETING JULY 6, 2011

AT TRATTORIA PAMPERED CHEF, MIAMI LAKES

President Daisy Hernandez opened the meeting at 7:25 p.m.

Treasurer Felipe Cos reported the club has \$1,252.00 in our bank account and that we also have a Certificate of Deposit which is maturing this month and he will renew it for 18 months at an interest rate of one percent.

Daisy asked if the club need money from the CD before it matures if we can take money out with no penalty. Felipe said "The penalty is nothing because the interest is nothing."

Daisy also said that if anyone has ideas how we could put the money to good use for the club they should make a suggestion.

Ed Brown mentioned that a couple of years ago there was some discussion about buying a small generator to use at club events and shows. The club had one in the past but it is no good now. Felipe said we probably could get one for about \$200.

Daisy instructed Ed to look into purchasing a generator and report back at the next meeting.

Daisy said it is time for the club to start planning our annual January car show which has been held at Tropical Park in recent years. She said Felipe has indicated he would like to change the site to the Magic City Casino, at NW 37th Avenue and NW 10th Street but that if we moved there we might have fewer cars than at we have had at Tropical Park.

Leo Saladino said he felt we would not attract as many people at the Casino as we do at Tropical Park.

Mike McNeal said that when the show is held at Tropical Park people who belong to other clubs "say they like to cruise by and see if their friends are there," and then they come in to the show.

Felipe said that because of the fees we must pay to use Tropical Park, "If we have 100 cars at the Casino we would make more money than we would with 200 cars at Tropical Park." He said the Casino would not charge us to use their parking facilities. He said the club made about \$1,000 at the last show at Tropical Park because we did not have any sponsors.

Ed suggested that several members check with a few different places to see what they might offer us to use their property to have the show. Mike McNeal, Ed Brown, Leo Saladino Felipe Cos and Peter Klein will do the scouting. They will report back at the next meeting.

The show is traditionally held the last Sunday in January. Daisy urged them to make sure the date does not conflict with any football games or playoffs.

Ed said club members should think about doing something with the show to make it different. "Car shows are car shows; I think this time we need to go overboard and do something" to make ours more memorable.

He mentioned that we should consider having some kind of gifts in the "Ditty Bags" we give to show participants. He said that similar bags given to people who attended the CTCI event in Richmond, VA, recently "had everything. They had toothpaste, maps, information about restaurants. We don't have any gifts. I'm asking you to give your brains a workout to see if anyone you know can donate things for gifts."

Daisy said that we have to pay Miami-Dade County to use Tropical Park and "if we are not in front (where the show is visible to passing motorists) we are not going there."

Frank Jones said the back lot at Tropical Park has shade and "if we could get the word out that the show is there, we would get people."

Felipe, who participated in this year's "The Great Race" from Chattanooga, Tennessee to Bennington, Vermont, said that event had two sponsors, Hemmings magazine and Coker Tire company. He said he would look into the possibility of one or both of these companies being a sponsor for our show.

Poppy Madden suggested we consider another casino location, perhaps Gulfstream which is at the Miami-Dade/Broward border or the Mardi Gras Casino just north of Gulfstream. Both are located on Federal Highway.

Leo said "Gulfstream would be great. Mike agreed, saying it is in a good location.

Another possible event that was discussed was a rally similar to the 300-mile two-day event held in March. Thirty-four cars participated in that event.

Felipe, who was one of the organizers of the rally, said that because of a change in officers and investors in the rally, "If we do a rally, any money that is made will be for the Thunderbird Club. But, we need people working on it. We need people checking the (traveling) times of the participants, etc. I'm thinking about two days, and possibly go to Orlando," he said, adding that he might be able to get Toyota of Orlando involved in the event.

Ed said there is a new Thunderbird Club in the state, recently formed in the Tampa area. He said there is a club in the Orlando area but it is not active.

Poppy suggested some kind of a meeting with representatives of those two clubs and the Trailbirds of Southwest Florida in the Port Charlotte area, to discuss a rally or other event of interest.

At 7:50 p.m. we took a break from the official meeting to eat dinner. The meeting resumed at 8:15 p.m.

Felipe introduced a new member of our club, Eloy Roman of Hialeah Gardens. Eloy has a black '56 T-Bird. He said he is the third owner of the car. "The second owner told me that car has a good story -- the first owner robbed a bank with that car! He was caught by the Miami Police. The second owner was a good friend of Marlon Brando. Also, Celine Dion used the car in a CD."

Returning to the discussion of the rally, Mike McNeal said he knows "a lot of people who don't have old cars but would like to go on (time and distance) rallies. Felipe said that can be done but that monetary prizes would go only to people with older vehicles; those with newer cars would receive trophies.

Peter Klein suggested that the people who are working with Felipe to find a site for our January car show also look into plans for a rally, including the possible route and finding sponsors.

Ed mentioned that the club has "been neglecting" one of our best advertisers, Metro Ford, and said that people there have been asking about when we were going to have another rally. Ed said he has a feeling the owner of Metro Ford would help us with the rally in some way.

Ed told members that he has been traveling quite a bit recently and that in early June he attended some classes at McPherson College in Kansas, which is known for its program in vehicle restoration. He said while he was there he donated checks totaling \$8,000 to enhance the scholarship fund he founded in memory of his wife, Liz. The funds added to the scholarship amount included a \$2,000 donation from this club. The donation was approved by a vote of members at a meeting earlier this year.

After his trip to Kansas Ed went to a regional show by the Classic Thunderbird Club International in Richmond, Virginia.

He said there were about 100 cars there -- and that he saw three people wearing T-shirts from the CTCI International Convention our club hosted in Miami in 2004.

Ed said that while he was at the event in Richmond a woman "Ran up to me and said, 'Felipe, I love you!' In her defense, her husband was there." He explained it was a woman who Felipe had once helped to set up a new T-Bird club.

Ed also presented Felipe with the Bronze Award that CTCI awarded to Felipe as editor of our newsletter.

He said the CTCI International Convention next year will be held in Memphis and suggested we get a group together to attend it.

Leo Saladino said our club should take a trip to the West Coast to meet with the Trailbirds in Naples. He suggested we do that in October and take the Mystery Train trip with the other club.

Daisy said she will prepare a calendar for our club events in the coming year and it would include our annual barbecue, the January car show, the rally and our annual Christmas Party.

Peter said we should use some of the club's money to update our website.

Poppy suggested we try to get some editorial publicity in some newspapers such as the Miami Herald and the New York Times, both of which have automobile columns and stories. Publicity in the Times would attract car buffs who vacation down here.

The meeting adjourned at 9:05 p.m.

POPPY MADDEN

